

AVIATION TECHNICAL ADVISORY COMMITTEE

MEETING MINUTES

JUNE 13, 2002; CAMARILLO AIRPORT



1.0 Call to Order

The meeting was called to order at 10:05am by Bob Trimborn, Santa Monica Airport.

2. 0 Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0 Public Comments

There were no public comments.

4.0: Routine Items

4.1 Approval of Minutes

The minutes from the May 9, 2002 meeting were approved with one comment. On page 7, it should state that "UPS is located on the south side of the Ontario International Airport, off airport property. UPS operates a 'through the fence' operation". Mr. Scott Smith, Ventura County Airports, motioned to approve the minutes, Mr. Ron Kochevar, Los Angeles World Airports, seconded the motion.

4.2 ATAC Membership List and Contact Information

There were no changes to the ATAC membership list. ATAC members did express that they would like to see their alternates clearly included on the membership list.

5.0 Project Review

There are no submissions for review.

6.0 Information Items

6.1 Camarillo and Oxnard Airport Update

Mr. Scott Smith, Ventura County began by welcoming everyone to Camarillo. The presentation was given by Mr. Todd McNamee, also from Ventura County Airports.

Camarillo Airport is 650 acres and has 550 based aircraft. The airport has 190,000 operations, close to 90% of capacity for the one runway. There is a second runway proposed for the airport. The fleet mix is a wide range from corporate jets to military aircraft and general aviation operations.

At the West End of the property Sun Air has a new executive jet center with 26,000sq.ft of hangars and 40,000sq. ft of offices. Contracts are just being finished for a new limited service FBO, Taxiway Alpha. Channel Islands Aviation, Western Cardinal and Airport Properties Limited are all in the process of leasing or constructing facilities. Corporate activity continues to grow at Camarillo.

Oxnard is a bit smaller with only 216 acres and 150 based aircraft. The fleet mix is more restrained with mostly general aviation and airline operations. Currently, there is one airline serving OXR, Skywest, with daily flights to LAX.

A hangar that was burned down in 1994 is getting rebuilt and is scheduled to open in January 2003. There is little room for development of other FBO's at Oxnard. There are only a couple of developable lots left. However, The Hangar Associates, are finalizing a lease for twenty 3,000sq ft hangars.

Both airports are very busy with corporate aircraft. Since September 11 there has been a surge in corporate and business jet activity. At Oxnard, the commercial service is still trying to rebound. Passenger enplanements had been reduced as far as 30% and are down 22%.

Bob Trimbore asked what the status of commercial jet operations is at Oxnard. Scott Smith said there had been little activity since it had not been an action item. United Express is phasing out the Brasilia's at LAX (going to an all CRJ fleet). When the community is faced with the choice of either no service or regional jets he is in hopes that the community will support jet service.

6.2 Southern California Regional Airport Authority (SCRAA) Update

Ms. Peggy Ducey, CEO and Executive Director of SCRAA, gave a presentation on the current status of the Authority. SCRAA is beginning to solve problems as a region that could not be taken on by individual jurisdictions. The first opportunity has been the passage of Measure W in Orange County. The SCRAA Board weighed the options of what action to take: litigation, a counter initiative,

etc. The Board decided to look at ways to solve the problems using a parallel track.

The Board of Directors is made up of the Counties of Los Angeles, Riverside, San Bernardino, Orange, and the City of Los Angeles. At this time the only body not participating is the City of Los Angeles. Should Mayor Hahn not appoint a new Board Member SCRAA cannot move forward on a variety of policy decisions.

There are two key focuses of the organization: link cargo to the Inland Empire and implement a plan on shifting aviation demand to the Inland Empire.

The action plan will integrate air cargo with ground transportation distribution systems in the Inland Empire. The implementation plan will try to find out what is needed to attract cargo to the Inland Empire now. What is needed to make it work? Its about talking to people who make decisions on cargo and finding out what they need to make it work.

The aviation market for travel is in Orange and Los Angeles Counties while the excess capacity is in the Inland Empire. Population is not the only factor that generates demand, but also income, manufacturing, etc.

It must be recognized that host airport communities will suffer impacts. If these can be recognized early they can be addressed before they become issues: traffic, surface street congestion, air pollution and noise.

A proposal which the SCRAA Board has authorized SCRAA to examine is the 'airport without runways'. This is like a remote terminal or Fly Away location, with a twist. The passenger would check baggage, get boarding passes, and go through security before getting on a high speed rail link to the airport itself. This is not a new concept. The system provides for advantages to the travelers and the host communities by making the whole process faster and causing less ground access congestion. From an air carrier perspective this will mean a consolidation of two lucrative markets into one airport.

This proposal will have positive impacts on the region. It links aviation markets to airports with excess capacity. Air quality impacts are dispersed, as is ground access congestion associated with aviation. The plan also creates strategic advantages for air carriers and allows for different types of funding.

There is a working example of this type of plan. In Stuttgart, Germany there is a direct rail link to the international airport in Frankfurt, which is 125 miles away. It takes 20 minutes to get from Stuttgart to Frankfurt. It opened in 1999 and was so successful that it may be expanded to Cologne.

SCRAA wants to bring innovative solutions to solving air transportation problems for the region. SCRAA is taking this project on because it is not being done through any other level of government or organization. Some agencies deal with pieces of it, but not the entire picture.

Mr. Dan Feger, Burbank Airport, expressed concern over this proposal. He said that the fundamental problem is that it is a fairness issue, why should the Inland Empire take the burden of Orange County noise? Ms. Ducey agreed and said that she is trying to look at the situation from a realistic perspective and attempt to solve problems. Public leadership solves problems of the future now. We shouldn't be concerned with the way we do things now, but envisioning how to do things in the future.

Mr. Rod Propst, Fullerton Airport, said that his City Council was very opposed to a high speed rail going through the City. He anticipates that this argument will change from, "Not an airport in my County, to no rail in my city".

6.6 Burbank Airport F.A.R. Part 161 Study

Ms. Christine Eberhard, CommuniQuest, introduced Mr. Dan Feger of Burbank Airport. Christine said that in the fall they would like to come back to ATAC to make a presentation on the technical analysis being done for the study. The presentation today will focus on the background and process of the part 161 study.

In size, Burbank is a smaller airport than Camarillo. The airport has two intersecting runways and is fully surrounded by residential communities. Once Lockheed left in the early part of the 1990's communities saw less economic benefit of the airport.

At around the same time the federal government passed the Airport Noise and Capacity Act, Congress authorized the FAA to manage the loophole, or Part 161. Cities and jurisdictions are no longer allowed to have mandated flight operation restrictions. Part 161 is included in the Act to allow cities to have some way to limit operations. Yet, the standard to be reached is extremely high.

The study must include looking at a number of scenarios, their economic impact and then the system wide economic impacts. This means the entire United States, not just the region or state. The study is very costly and time consuming. Burbank has been known to be very protective of its communities and at the forefront of community protection.

The airport began the study in 1999 and has spent \$1.5 million to date. It took 8 months just to define the scope. The second phase is getting underway, which is a detailed economic analysis. The analysis will look at a curfew of all operations

from 10pm- 7am. In addition, other scenarios will be examined: limiting departures only from 10pm- 7am, etc.

2/3 of Burbank operations are general aviation and corporate, while 1/3 is commercial service. The forecasts have shown only mild increases in commercial service, while more significant increases in general aviation/corporate. The community is concerned with noise today and future noise growth. The public is placing blame on commercial carriers while the future problem may be with general aviation operations.

The study will take an additional 1-2 years and will cost about \$4 million in the hopes of obtaining the mandatory 10pm- 7am curfew. The FAA has the sole ability to accept or reject Part 161 applications. The general feeling is that Burbank will not be successful in obtaining a curfew because there will not be much gain for the residents. Burbank has a strong noise insulation program; if all incompatible uses are insulated then what advantage is the curfew. There would also be economic loss through reduced air cargo and possible air carrier operations.

The study is being undertaken as part of the commitment to the community, but Burbank Airport is not overly optimistic about the results.

Bob Trimborn asked what percentage of operations currently occur within the curfew hours. Mr. Feger responded that the airport has a voluntary curfew and that most carriers respect the curfew. He continued that the only infractions are flights first thing in the morning that depart just before 7am. Most of the noise complaints also come first thing in the morning, not in the evening hours. There are a number of political issues associated with the curfew and the City of Burbank is deeply entrenched in those.

Mr. Scott Smith asked if Burbank would be tracking what happens with Naples, FL. Mr. Feger responded that Naples is undergoing a very different type of application than Burbank.

Christine Eberhard mentioned that all of the Part 161 information is on the Burbank Airport website (www.burbankairport.com).

6.3 SCAG Corporate Aviation Study Progress Report

Alan Thompson, SCAG staff, began by saying that corporate aviation is important because its part of the ripple effect in the regional aviation system. When there are capacity constraints at large airports the less profitable aircraft are pushed out to outlying airports.

The challenge will be for the urbanized airports to meet corporate aviation demand. With jobs in the urban core it will be difficult to coax corporate aviation

into outlying airports. It will be a large task to go from a commercial aviation plan to an all encompassing regional aviation plan.

The important part of the study will be the analysis that looks at the implications for the SCAG region. Mr. Thompson is requesting as much feedback and input as possible from the airports in the region. The study is expected to be completed by summer 2003. Alan can be reached at 213-236-1940.

Ron Kochevar, LAWA, said that one thing to look at is the ground lease rates within each airport. For example, at Van Nuys, there will be different rents charged depending on the quality of access to the runway.

6.4 GAO report: Air Service Trends at Small Communities Since October 2000

Mr. Ryan Hall, SCAG staff, gave a presentation on the GAO report, "Air Service Trends at Small Communities Since October 2000". The study was done by the GAO in response to concern that small communities may be suffering from the hub and spoke configuration.

In 1999 there were 404 non-hub airports that enplaned 3% of U.S. passengers. There are four classifications of commercial service airports: large hub, medium hub, small hub and non-hub. These are classified by the number of people enplaned at each airport. The typical non-hub community has 120,000 residents, 6 flights a day and 2 airlines.

The study went from October 2000 to October 2001 and was based on published airline schedules. The schedule for October 2001 had already been posted by September 11, 2001. The terrorist attacks do not have an impact on the results of the study.

Over the one year period there was a 19% reduction in scheduled service to small communities. This service reduction was mostly because of the phasing out of turbo prop aircraft and a slowing economy. Over the one year period there was a slight increase in regional jet operations. The Eastern United States had greater service reductions than the Western United States.

The GAO determined three factors that controlled small community service changes: population, local economic productivity and hub airport proximity. Population deals with changes in ages and the emigration between different regions of the U.S. The GAO also found that the amount of income generated through local businesses has a strong impact on air service. Communities that were only leisure destinations had more limited service than business centers. Lastly, the distance to a hub airport has a large impact on how much service a community receives. If a community is within 100 miles of a hub airport there is a

greater chance that people will opt to drive to the hub rather than take a short haul commuter flight. If there is a low cost carrier present at the hub (such as Southwest or Air Tran) there is an even greater possibility that there will be passenger leakage.

There are two non-hub airport cities in the SCAG region: Oxnard and El Centro/Imperial. These two cities have 5 flights and 3 flights a day to LAX.

However, from LAX there are 7 non-hub airports served that are not in the region. These are: Monterey, San Luis Obispo, Santa Maria, Bakersfield, Inyokern, St. George and Yuma. They range by market from 12 to 2 flights a day.

The implications for the SCAG region is that commuter service out of LAX provides valuable connections to people in other regions. In addition, the SCAG region experiences an economic benefit by having the commuter flights. They provide jobs and business stimulation to our economy. Should capacity problems at SCAG hub airports be exacerbated the region may face a reduction of service to competing markets of the Bay Area, Phoenix or Las Vegas.

6.5 Market Based Solutions to Relieve Airport Congestion

This agenda item was tabled until the August 2002 meeting.

6.7 El Toro Update

Michael Armstrong, SCAG staff, In May 2002 the Regional Council voted to keep El Toro in the Regional Transportation Plan. The TCC has also asked that there be a status update report made at every meeting.

The Orange County Board of Supervisors voted to allow the City of Irvine to annex the El Toro property. Councilperson Cynthia Coad made her vote conditional on Irvine providing \$800,000 annually to maintain North County parks and open space. Irvine has until June 25th to propose a plan for this funding.

As more information is gathered it will be disseminated to ATAC.

6.8 Imperial County Aviation Issues

This agenda item has been tabled until the August 2002 meeting.

7.0 Action Items

There were no action items.

8.0 Legislative Report

8.1 Significant Aviation related Legislation before the California Legislature

Alan Thompson, SCAG staff, gave an update on AB 2333. The Bill will require SCAG to review all airport master plans and airport layout plans on an annual basis to make sure that the airports are consistent with Regional Transportation Plan. SCAG currently does this on an as needed basis.

The Bill's language has changed considerably since it was first introduced. SCAG has been lobbying for changes from the beginning.

Mr. Scott Smith, Ventura County, brought up AB 2776 for discussion. This Bill deals with disclosure notices for real estate. SCAG staff will do research on the Bill and report to ATAC at the next meeting.

8.2 Significant Aviation related legislation before the United States Legislature

No report at this meeting.

9.0 Miscellaneous Items

9.1 Press Clippings

There were no comments on the press clippings included in the agenda packet.

10.0 Public Comment Period

There were no public comments.

11.0 Set Next Meeting Location and Topics for Discussion

The next meeting is Thursday August 8 at John Wayne Airport from 10am to 12Noon.

12.0 Adjournment

Bob Trimborn adjourned the meeting at 12:05pm.

